

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1143. 日四月正年五十二緒光

THURSDAY, FEBRUARY 23, 1899.

四拜禮

號三廿月二英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1860.
SUBSCRIBED CAPITAL..... YEN 12,000,000
PAID-UP CAPITAL..... 10,500,000
RESERVE FUND..... 500,000

Head Office: YOKOHAMA.

Branches and Agencies:
KOBE NEW YORK.
LONDON LYONS.
SAN FRANCISCO HONOLULU.
BOMBAY SHANGHAI.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.

THE UNION BANK OF LONDON, LTD.

HONGKONG AGENCY: INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

" " 6 " 4 "
" 3 " 3 "
S. CHOI,
Agent.
Hongkong, 3rd October, 1898. [182]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

CAPITAL PAID-UP..... £10,000,000
RESERVE LIABILITY OF SHARE-
HOLDERS..... £800,000
RESERVE FUND..... £150,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months at 5 per cent.

" " 5 " 2 "
T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 24th May, 1898. [183]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL..... 5,000,000
PAID-UP CAPITAL..... 2,500,000

Head Office: SHANGHAI.
Branches and Agencies:
CANTON HANKOW.
CHIPOO PEKING.
CHINKING SWATOW.
FOOCHOW TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3% per Annum Fixed Deposits for 3 months.
4% " " 6 "
5% " " 12 "
E. W. RUTTER,
Acting Manager.
Hongkong, 15th October, 1898. [1237]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital..... £1,000,000
Paid up Capital..... £345,374

HEAD OFFICE: HONGKONG.

Court of Directors:
D. Gillies, Esq.
L.T. Lauts, Esq.; Chow Tung-Shang, Esq.
Chen Kit Shan, Esq.; Kwan Ho Chuen, Esq.
Chief Manager:
G. W. F. PAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
On Current Account, Daily Balances 2 per
Cent. per Annum.
Hongkong, 30th November, 1897. [18]

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL..... \$10,000,000
RESERVE FUND..... \$10,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Chairman.
C. Bettermann, Esq.

David Gubbay, Esq.; A. J. Raymond, Esq.
A. Haupt, Esq.; P. Sachse, Esq.
R. H. Hill, Esq.; R. Shawan, Esq.
A. McConachie, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
—Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG: INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent.
per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.
Hongkong, 18th February, 1899. [19]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION;

T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1899. [10]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMER	CAPTAIN	TO SAH	REMARK
JAPAN, &c.	D. C. Gregor, R.N.R.	About 2nd March...	Freight or Passage.
LONDON, &c.	Commander F. N. Tillard,	Noon, 4th March...	Freight or Passage.
JAPAN	Rosetta	C. H. Watkins, R.N.R., 4 p.m., 4th March...	Freight or Passage.
SHANGHAI	Chaser	E. Street	About 4th March... Freight or Passage.
LONDON	Manila	R. L. Haddock, R.N.R.	About 9th March... Freight or Passage.
			Passing through the Inland Sea.
			See Special Advertisement.

For further particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 23rd February, 1899. [13]

THE CLUB HOTEL, LIMITED.

No. 58, BUND, YOKOHAMA.
A FIRST-CLASS HOTEL. Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the comfort of visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1898. [136]

AQUARIUS
SPARKLING MINERAL TABLE WATER

(Manufactured from Treble Distilled Water)

Telephone

75.

IS the most suitable for mixing with Wine, &c. with these Mineral Table Waters, when no changes in their flavour, as is so often the case with other Mineral Table Waters.

"A PERFECT TABLE WATER."

CALDBECK, MACGREGOR & CO., AGENTS.
AQUARIUS COMPANY.

Hongkong, 3rd February, 1899. [15]

D. OLD TOM GIN

C. 8/- per doz.

L. DRY GIN

SOLE AGENTS:

H. PRICE & CO.

12, QUEEN'S ROAD.

Hongkong, 16th February, 1899. [19]

CURRY

AT THE HONGKONG HOTEL.

TRY THE
W. POWELL & CO.

WOOL SHAWLS

AND

TRAVELLING WRAPS.

Hongkong, 11th January, 1899. [12]

Intimations.

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN

HONGKONG, CHINA, JAPAN, AND THE STRaits SETTLEMENTS,

FOR THE

UNITED ASBESTOS CO., LTD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS, &

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT..... THOS. SKINNER.

DODWELL, & CO., LIMITED, General Agents.

PEAK HOTEL

AND

CRAIGIEBURN.

THE PEAK HOTEL is situated in VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North-East Wind—in Winter.

Well appointed rooms, attentive service and excellent Cuisine.

GEO. J. CASANOVA,

Manager.

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PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for

SPRUE, DYSENTRY, DIARRHEA, HEMORRHAGE and ULCERATION

of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale.

BY THE PETER SYS COMPANY.

Proprietors and Sole Manufacturers,

9, Old China Street,

Shanghai.

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THE PHARMACY.

HAVE NOW A LARGE ASSORTMENT OF ATKINSON'S PERFUMES AND ARE

SOLE MANUFACTURERS OF

WHITE HEATHER BOUQUET.

Sole Agents for VIN PASTEUR the great French Nerve Tonic.

Also Sole Agents for the now well-known JAPANESE TABLE WATER.

FLETCHER & CO., and

CARMICHAEL & CO.

[131]

W. BREWER & CO.

JUST LANDED.

NEW STOCK LADIES' AND GENTLEMEN'S WALKING BOOTS

AND SHOES,

(these are the very best quality Northampton make).

NEW STOCK SPENCER'S MADRAS INDIAN CIGARS.

ANGLO-EGYPTIAN CIGARETTE CO'S.

CIGARETTES.

These have now the largest sale of any Egyptian Cigarette made, and are in hermetically sealed tins.

AMERICAN TOBACCO'S.

Two Seas Aromatic Cut Plug.

Golden Square Mixture..... 1 lb. Tins | Raleigh Cut Plug..... 5 lb. Tins

Richmond Club..... 1 lb. Tins | English Bird's Eye..... 1 lb. Jars

A Large Collection of BRITISH COLONIAL FOREIGN RARE SHANGHAI & CHINA

To-day's
Advertisements.

BIJOU THEATRE.

RECLAMATION GROUND, PRAYA WEST.

TO-NIGHT

(THURSDAY), 23rd February, 1899.

For the First Time in Hongkong.

The Great Spectacular Diorama of

"THE SPANISH-AMERICAN WAR."

SANTIAGO BY NIGHT.

The Bombardment of the Spanish Forts.

The Sinking of the *Merrimac*.

Escape and Capture of Lt. HONSON,

the American Hero.

The Meeting of the Rival Squadrons.

The Destruction of the Spanish Fleet off

Santiago Harbour.

MAGNIFICENT SCENERY.

STARTLING MECHANICAL EFFECTS.

The whole produced on a Scale of Realistic Grandeur never before attempted in the Far East.

NEXT SATURDAY, the 25th February.

FAREWELL MATINEE at 4 P.M.

Hongkong, 23rd February, 1899. [118a]

LECTURE.

DR. JORDAN has kindly consented to deliver an Address, on "THE GRAPHOPHONE AND THE PHONOGRAPH," which will be accompanied with Vocal and Instrumental Illustrations, in the ST. ANDREW'S HALL, on MONDAY, the 27th of FEBRUARY.

The MEETING will be open to the Public and Ladies are invited.

The Undersigned will take the Chair.

HENRY E. POLLACK,

Hon. Secretary.

HONGKONG ODD VOLUMES SOCIETY.

Hongkong, 23rd February, 1899. [253a]

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S" ACCOUNT OF THE

1899 RACE MEETING

will be produced in PAMPHLET FORM containing PLACED and UNPLACED PONIES, JOCKEYS and OWNERS.

PRICE 50 CENTS.

Only a limited Number will be printed. Send Orders early to

The Manager,

"HONGKONG TELEGRAPH" OFFICE, Pedder's Hill, Hongkong, 23rd February, 1899.

OCEAN STEAMSHIP COMPANY, FOR LONDON via SUEZ CANAL.

THE Company's Steamship.

"DARDANUS,"

Captain Goodwin, will be despatched as above on SATURDAY, the 23rd instant, at Noon.

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 23rd February, 1899. [230a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY and TAHSUI.

Captain Burrows, will be despatched for the above Ports, on SUNDAY, the 26th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFRAIK & Co.,

General Managers.

Hongkong, 23rd February, 1899. [234a]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENLARIG,"

FROM ANTWERP and LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd proximo, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd proximo, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 23rd January, 1899. [255a]

Entertainment:

THEATRE NATIONAL ROYAL, CITY HALL.

At the Special Request and under the Patronage of

THE HONGKONG JOCKEY CLUB, THE HONGKONG AMATEUR DRAMATIC CLUB

will give an Extra Performance of the Pantomime

"THE YELLOW DWARF"

SATURDAY, 23rd February, 1899, at 8.30 P.M.

Dress Circle \$3

Stalls 2

2 P.M.

Half-price to Soldiers, Sailors and Police in Uniform to the P.M.

The Ticket Office is now OPEN and will continue Open each Day from 10 A.M. to 4 P.M.

Late Trains to the Peak.

H. C. NICOLLE,

Acting Manager.

Hongkong, 18th February, 1899. [262a]

Hotel.

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favoured Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,

Proprietor & Manager.

Hongkong, 3rd April, 1899. [212a]

Intimation.

A. S. WATSON & Co., LIMITED.

ESTABLISHED 1841.

PORTS

(For Invalids and General Use.)

Per do.

Case.

B.—VINTAGE, superior quality,

Red Capsule \$1.40

C.—FINE OLD VINTAGE, super-

ior quality, Black

Seal Capsule 10.20

D.—VERY FINE OLD VINTAGE

extra superior, Violet

Capsule (*Old Bottled*) 20.40

LADY CURZON is having her hunters sent to India, and is expected to join in the cross-country paperchasing next season.

TWO well-known native sugar merchants carrying on business in Shanghai have put up their shutters in consequence of heavy losses.

AN Imperial edict of the 14th instant grants permission to Yu Chih-keai, Provincial Treasurer of Kuangsi, to retire from office owing to prolonged ill-health.

SHANGHAI native papers report that two native banks in Wu Shak closed their doors at the end of the last Chinese year, and that the managers have not since been seen. Their liabilities are reported to exceed Tls. 60,000.

AT D'Arcy's Bijou Theatre to-night the public will be afforded an opportunity of witnessing a spectacular representation of Lieut. Hobson's daring exploit at Santiago, this forming one of the subjects of the diorama of the Spanish-American War.

THE last census of Johannesburg revealed the fact that of the 100,000 odd inhabitants, 50,907 are of European origin, 4,807 are Asiatics, 932 are Malays, 42,533 are natives, and 2,87 mixed. Twelve years ago the site of the city was a bare extent of country.

AN auction of Crown Land was held at Mongkok-tsui on Tuesday last, when a lot measuring 6,075 square feet and facing the main street realized \$1,675. Another lot of the same area and situated on a side street sold for \$1,025. The purchasers were Chinese.

THE latest intelligence received by the Shanghai authorities from Korea reports that some 20 Europeans, accompanied by a large number of Koreans and Chinese are hastily engaged in surveying the track of region between Seoul and Wu-ju, Korea, on the pretence of laying a railway there.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited, THE HONGKONG DISPENSARY.

BIRTHS.

On 14th February, at Ichi Ban, New Harbour, Singapore, the wife of DOVER FARRANT, of a son.

At 4, Makalee Terrace, Shanghai, on the 14th of February, 1899, the wife of WILLIAM BRIGGS, Chinese Imperial Maritime Customs Service, of a daughter.

MARRIAGE.

On the 14th instant, at St. Andrew's Cathedral, Singapore, by the Revd. Archdeacon Purham, W. F. CANOY ASIMONT, of Munich, Germany, to EMILY, youngest daughter of the late Captain William Burrows, Singapore.

On H.M.S. *Grafton* left for Wei-hai-wei with the dredger *St. Enoch*, which vessel she is to convoy to her destination. It is to be hoped that they will experience better weather than on the voyage from Singapore here. The *St. Enoch* has had a thorough overhaul and it would be a pity for her to arrive at Wei-hai-wei almost shaken to pieces.

On H.M.S. *Undantable*. He was sent aloft to clear a flag which had become fouled and, missing his hold, fell from the foremost head into the fighting top, a distance of some sixty feet. He was carried down and immediately attended to by the ship's surgeon, when it was discovered that, beyond a severe shaking and a sprained ankle, he was none the worse for his lousy tumble.

THE N.C.D. News learns that the Russian troops numbering about 14,000 at Port Arthur are enjoying excellent health. There were some ninety deaths from typhoid owing to the unsanitary condition of the Chinese town, but the officials took the matter in hand and have thoroughly cleaned the affected districts. The one drawback now is the lack of suitable accommodation, the Chinese dwellings being most inadequate owing to the inclemency of the weather.

THE ARMY ESTIMATES.

The Army Estimates which have been issued, show an increase of £1,091,700 and an increase of 7,493 men exclusive of India. A large scheme for the re-armament of the defences at home and abroad is in course of preparation, in concert with the Naval authorities.

THE STRAITS COMMAND.

Col. Dickson Commanding the Cavalry at Colchester has been appointed to the Command of the troops at Singapore.

WEATHER REPORT.

The Observatory report says:—On the 23rd at 11.55 a.m.: The barometer has risen on the China coast. The depression is moving to the N.E. across Japan. Gradients slight on China coast, moderate with fresh monsoon in the N. part of the China Sea. FORECAST.—Moderate N. winds; fine.

LOCAL AND GENERAL.

SEE-morrow's issue for Notes on the three day's Races.

We hear that all the divers of the fleet at present in port are to be employed in scraping the bottom of the battleship *Victorious* as the next best alternative to docking her.

ON Tuesday last H.M.S. *Sandpiper* left Canton for Wuchow on the West River. We hope soon to hear that she is doing great things against the pirates on that waterway.

A LOT of Crown Land containing 72,400 square feet, situated between Kennedy and Bowen Roads was put up to public auction yesterday and knocked down to Mr. A. Denison for \$6,713.

TO-MORROW afternoon on the Happy Valley in the second round for the Hongkong Football Challenge shield 25th Company, Southern Division, R. A., will play B. Company, R. W. F.; kick off at half past four.

A LECTURE on "The Graphophone and Phonograph" by Dr. Jordan, will be delivered before the Odd Volumes Society, in St. Andrew's Hall, at 5.15 P.M., on Monday next. The lecture will be accompanied by vocal and instrumental illustrations and will be open to the public. Ladies are invited to attend.

HONGKONG RACES, 1899.

STEWARDS.—His Excellency Sir Henry A. Blake, G.C.M.G.; His Excellency Vice-Admiral Sir Edward H. Seymour, K.C.B.; His Excellency Major-General W. J. Gascoigne, C.M.G.; S. C. Holland, R.N., Lieutenant Rear-Admiral Colonel The O'Gorman, C.S.O.; The Hon. J. Bell-Irving; C. F. Harton, Esq.; The Hon. C. P. Chater, C.M.G.; T. Jackson, Esq.; D. Gillies, Esq.; The Hon. F. H. May, C.M.G.; R. M. Gray, Esq.; The Hon. T. H. Whitehead; M. Grote, Esq.

CLERK OF THE ROCK: Lt.-Col. The O'Gorman, C.S.O.

SCALES.—C. F. Harton, Esq.

JUDGE.—The Hon. C. P. Chater, C.M.G.

ASSISTANT.—The Hon. F. H. May, C.M.G.

JUDGE.—The Hon. F. H. May, C.M.G.

STARTER.—M. Grote, Esq.

SECOND STARTER.—A. S. Anton, Esq.

HON. TREAS

THE HONGKONG TELEGRAPH, THURSDAY, FEBRUARY 23, 1899.

WEIHAIWEI.

February 7th.

A CLEARING OUT.

In view of certain improvements and alterations on Liukungno, the Chinese inhabitants of the village at the west end of the island, mostly tradesmen, are under notice to quit. In itself this is no more than they were warned might take place; the only pity is that it should have been deemed necessary to remove them at this particular season, when, as near the Chinese New Year, all are so busy getting in the year's accounts, etc.

It was suggested that a new town should be built at the east end of the island, beyond the present "East village." It is hardly necessary to say this will remain a suggestion if left to individual Chinese enterprise!

WANTED, RECRUITS!

Doubtless full staff of officers is an excellent thing to have, but they cannot do much after all, without men, and these seem slow in coming up to the scratch. It seems a pity that "general service" should have been mentioned at the outset; it's anything but a welcome thought to the average Chinese that he is liable to be taken abroad at any time, and worth more, he thinks, than \$8 per month.

WE DON'T WANT TO FIGHT!

Again, the Chinese have not much stomach for fighting; your correspondent was speaking as to the advantages offered to one of the poverty-stricken Shantung youth who would list—ah, said he, but he would have to fight!

THE COMING POST.

We are to have a Post Office; commodious premises have been secured in the city, and before very long it is hoped the thing will be in full swing; foreigners and Chinese will both benefit, only the former devoutly hope that the good example set by the Chinese Imperial Post Office will be followed by the British Post Office, with—and why not? a letter to England for 4 cents.—*V. C. D. News Co.*

THE SCHOOL OF TROPICAL MEDICINE.

At a meeting of the Singapore Legislative Council, held on the 14th instant, the Colonial Secretary submitted the following motion, of which he had previously given notice:—"That this Council resolves to devote the sum of \$5,000 to the objects described in the Secretary of State's despatch, No. 283, of 25th November last, namely, the erection of a School at Greenwich, for studying diseases occurring in the tropics, and for scientific enquiry into the causes of such diseases, and to charge the same in the Final Supply Bill for 1899." After obtaining the sanction of the Council to the addition of the word "in connection with the Seamen's Hospital" after "erection of a School," the Colonial Secretary remarked that there was a medical school at the Albert Docks in London, but there was no tropical disease department attached to it. It had been felt that the study of tropical diseases had not received the attention it merited in England, and that had been felt in two ways. In the first place medical men going out to tropical countries in the service of the Government had no means—or very slight means—of ascertaining what was the nature of the diseases they were called upon to deal with. Then again, that reacted on persons who went to England from the tropics—unless they happened to find in Eng., a doctor who had had practical experience in tropical disease, they found a great deal of difficulty in obtaining proper advice for the diseases engendered in the tropics; and that was especially the case with seafaring men whose ships went to the Thames. It was particularly desirable, therefore, that such a school as this should be situated near the docks where there was to be found the very best material for the study of tropical diseases in living persons. The Secretary of State had agreed to this matter up with great solicitude and had issued a circular to all the Colonies asking for assistance in carrying out the project. The Colonies were not asked to contribute a yearly sum, but simply to give a grant towards the erection of the school building, which it was estimated, would cost £3,550. The Treasury had agreed to give half that amount and the Colonies were asked to make up the remaining £1,775. The largest contributors were expected to be the Colonies on the West Coast of Africa, but each Government had been solicited to make as large a contribution as possible in order that there might be no difficulty in getting on with the work. The second object towards which they were asked to contribute was the fitting out of the scientific commission which was being sent to Africa to study malarial fever, with a view, if possible, to discovering some radical treatment for coping with the disease. In the Straits Settlements they had had a bad experience in regard to malaria; and the same might beset the Native States. Towards the expenses of this Commission, the Royal Society of Great Britain had granted the large subsidy of £600. The estimated cost of the whole was £5,000 and £4,400 was therefore left to be provided by the Colonies concerned. The matter had been before the Executive Council in Singapore, and they had agreed to recommend a vote of \$5,000, provided the Federated Malay States would regard the matter generously. Correspondence had already taken place with the Resident-General, and while he was personally favourably disposed towards it, all events a part of the vote was given, he had not yet had replies from the various Residents in the States. The object was an extremely laudable one. The Straits lost considerably every year owing to the illness of valuable officers; there was, in fact, hardly a month that passed without some report was laid before him as to an officer being incapacitated by malarial fever; and it would be a good thing for this colony if some cure or method of alleviation could be discovered. Personally he thought it was rather a reflection on the Governments concerned that no scientific investigation had been organized before.

Dr. Lim Boon Keng, in seconding, expressed his approval of the vote and remarked that his vote was one of the ways by which the Colonies would become more strongly united to the mother-country than ever before. It was, in fact, one of those schemes which foreshadowed the coming Imperial Federation. At present medical men who went to various parts of the world took with them little more than a book knowledge of tropical diseases. This school should be able to train men not only to go to the tropics to treat tropical diseases, but to help the research into the causes and cures for the complaints.

The vote was unanimously carried.—*Straits Times.*

THE ABORIGINES IN FORMOSA.

We read in a Tokyo contemporary that during last year, there were 303 attacks made by the aborigines, and 615 peaceful folks lost their lives. The numbers, according to months, were:—January 62, February 39, March 77, April 47, May 69, June 53, July 37, August 29, September 65, October 39, November 32, and December 65. The preponderance in March and September is attributed to the fact that heads are needed in those months to offer to the gods at religious festivals.

SINGAPORE AND THE SOUTH.

(From Straits Papers.)

SUNDAY OBSERVANCE.

The Chinese Government Offices now close on Sundays.

PHILATELISTS, TAKE NOTE!
Palang and Negri Sembilan have got surcharged 4-cent stamps, but Selangor not.

DISQUISES WANTED.

The Police Officers specially charged with the detection of gamblers at Singapore have requested to be supplied with disguises.

SELANGOR TIN.

Tin to the value of a million and a half dollars was exported from Klang, Selangor, in January.

DEATH RETURNS.

The death returns for Singapore for the month of January show 690 deaths, a ratio per mile of 34.88. Nine deaths took place from small-pox.

SMALL-POX.

There were two cases of small-pox on board the s.s. *Chang Hock*, which arrived at Singapore from Amoy on the 14th inst.

DRESS IN SIAM.

Over ninety persons were fined at Bangkok, the other day, for not clothing themselves decently, in compliance with the new Dress Law. Great dissatisfaction is said to prevail among the people there.

RUSSIAN REINFORCEMENTS.

The homeward and the outward Russian transports *Kastroma* and *Petersburg* were expected at Singapore on the 17th and 19th instant respectively. The *Petersburg* has 1,500 troops on board from Odessa for Vladivostock.

DEATH ON THE "CHWA SHAN."

The Captain of the steamer *Chwa Shan*, which arrived at Singapore from Amoy on the 14th inst., reported that the chief engineer died of brain fever on the 10th inst., and was buried at sea.

THE CROWN PRINCE OF SIAM.

The Crown Prince of Siam is shortly to be attached to an Infantry regiment at Aldershot for about twelve months, for a thorough course of drill and military instruction.

LANTING TIN.

Semenyih, Ulu Langat, is believed to be a rising tin mining district in Selangor. The output last year was 50,000 piculs and an Anglo-French Mining Syndicate has lately applied for large areas of land. If this venture proves a success it will be good news, as there is a large extent of country yet untouched.

SEIZED BY CROCODILES.

Attack by crocodiles is a danger besetting school attendance in certain parts of Selangor. Thus, at Tanjong Durblas, the other day, a child at school was seized and eaten by a crocodile, that being the second pupil within a space of about twelve months in a small school of only about 30 boys. One of these children was caught whilst bathing, and the other taken bodily out of a sampan.

THE MOBILIZATION OF THE BRITISH ARMY.

A retrospect of the various schemes of mobilization considered by the War Office during the past eleven years discloses, says the *Times*, excessive complication, a code of regulations as minute as that of the Court etiquette at Peking, and one which is doubtful whether any one fully understands. The only test is that of experiment; and the county is anxious to be assured that the prescribed arrangements are reasonably practicable. At the last autumn manœuvres grave defects in the working of the hired transport were manifest. We have now to bring the mobilization scheme to a practical test. Next autumn the First Army Corps should be assembled fully equipped on Salisbury Plain; an expeditionary force required (say) for an attack on Bermuda should be brought together at Aldershot; the coast defences from Portsmouth to Plymouth should be installed in position. It would then be possible to manoeuvre the Aldershot Division against the First Army Corps and carry out evolutions with the port garrisons. To trust blindly to an untried scheme of mobilization, however theoretically complete, is unscientific, unworthy a practical people, and dangerous.

A DEARTH OF JUNIOR OFFICERS.

Sandhurst will, says the London correspondent of the *Manchester Guardian*, shortly send another batch of cadets into the army, but the instalment will be absorbed without making any appreciable difference in the deficiency of junior officers in either the cavalry or the infantry. The position of the army in this respect is without parallel in recent years. At no time since the introduction of the competitive system has entrance to the commissioned rank been easier. To such an extent has the standard of qualification been relaxed that the profession is really open at the present moment to any educated youth of suitable age. Still, the door will have to be opened further if the deficiency of officers is to be made up. There are candidates in abundance, but even if a new Code were adopted it would necessarily take a year or two before the old balance could be adjusted.

During the past year the number of secondings has increased by 20 per cent, and most of the infantry battalions are now short by several lieutenants. The state of the cavalry is even worse, in spite of the long list of first appointments in last week's *Gazette*. One cavalry regiment at least is entirely without second lieutenants.

PROGRESS.

Only seventy years have elapsed since the first railway in the world was finished. During that comparatively brief period 300,000 miles have been constructed, the British empire accounting for about a sixth.

SOKOTRA.

Particulars concerning the expedition which will leave England in the course of the next few days for the purpose of visiting the almost unexplored island of Sokotra, situated about 150 miles east-north-east of Cape Guardafui, were given recently in the *London Times*. The party will consist of Mr. W. R. Ogilvie, Curator of the Department of zoology in the British Museum; Dr. H. O. Forbes, the director of the Liverpool Museum; and Mr. Cummins, taxidermist attached to the latter institution. The Royal Geographical Society, and the British Association have provided part of the funds for the undertaking. The expedition will sail for Aden, proceeding thence to Sokotra by the Indian Marine guardship *Edinburgh*, which, in compliance with a request made by the authorities of the British Museum, has been kindly placed at the disposal of Mr. Ogilvie and Dr. Forbes for the purpose of conveying them to the island and back to Aden on the termination of their stay. The main object of the expedition is to investigate thoroughly the fauna of the place and make large and complete collections in every branch of zoology.

THE PLAGUE OF 1600 STILL DANGEROUS.

Speaking of the persistence of the contagion of the plague microbe, which is causing so much anxiety in Austria and Germany, the journal *La Suisse Genevoise* cites a characteristic case: "In 1600 the Dutch city of Haarlem was devastated by the plague. Whole families perished, among them a family by the name of Cloux, whose various members were buried in the Haarlem church. Thirty or forty years ago it was found that the masonry of the tomb was out of repair, and the vault was entirely rebuilt. The masons in charge of the work descended into the vault and remained there during more than a day. Now, although more than two centuries had passed since the epidemic, all these workmen were attacked with the infectious bubo [characteristic glandular swelling] of the plague and had to undergo long treatment at the hospital. Nevertheless, there were no symptoms of the plague proper, and all recovered."

THE LARGEST STEAMER EVER LAUNCHED.

There was launched on Saturday the 14th January last a steamship which exceeds in length all vessels that have preceded it in the history of maritime commerce. The *Oceanic* has been built by Messrs. Harland and Wolff of Belfast, for the White Star Line. She is a twin-screw, steel-built ship, 705ft. 6in. over all and 683ft. between perpendiculars. Her moulded breadth is 68ft., to which may be added about 6in. for skin plating to give the extreme breadth. Her depth is 49ft. to the upper deck, but above this there are the promenade and boat decks. The draught when she is completed will be 22ft. The weight of this enormous ship and her cargo, stores, fittings, &c., will be 28,000 tons. That is known as the total displacement tonnage; the gross tonnage will be 17,040 tons, and the net registered tonnage 7,030 tons. The vessel will carry 410 first-class passengers, 300 second-class passengers, and 1,000 third-class passengers. With the ship's company of 300 all told the grand total of 2,100 persons on board will be reached.

The steamer that most nearly compares in size with the two vessels already mentioned is the German-built and German-owned *Kaiser Wilhelm der Grosse*. She is 625ft. long, 66ft. broad, and 43ft. deep. Two vessels next again in size are the Cunard steamers *Campania* and *Lucania* built on the Clyde. They are practically sister ships. The *Campania* is 600ft. long, 65ft. wide, and 41ft. 6in. deep. The *Teutonic* and *Majestic*, the two White Star vessels which were previously the longest afloat, were 565ft. long, 57ft. 6in. wide and 42ft. deep.

Strength and rigidity are the features to which Mr. Ismay, representing the purchasers, and Mr. Pirie, representing the builder of the ship, have chiefly turned their attention in settling the elements of design. One of the chief means by which Messrs. Harland and Wolff have ensured these features has been by a very extensive use of hydraulic riveting. Of course this is no new thing in ship construction, but its application has been mostly confined to certain parts of vessels.

The *Oceanic* will be propelled by two pairs of three-deck compound inverted four-crank engines. The diameter of the cylinders will be—high pressure 47in., intermediate pressure 79in., and two low-pressure cylinders of 93in. On the question of speed the builders prefer to be reticent. The *Oceanic* has not engine power enough to promise that she will "break the record" to adopt a phrase which has found its way from the racing path to the annals of steam navigation. Although the model of the ship is one calculated to give speed—a fact proved by the performance of former White Star vessels—the engines are scarcely big enough to exert the enormous power required for the excessive speed now attained by the fastest vessel crossing the Atlantic.

To make the *Oceanic* the champion of the Atlantic would need an enormous addition to the machinery; for in steam navigation it is the last increment of speed that entails the greatest addition to power; thus to progress say from 17 to 18 knots may need an addition of but 10 to 15 per cent. of the power exerted but to advance from 21 to 22 knots might need an increase of 30 or even 40 per cent. of power, and, of course, a corresponding space to be occupied by machinery, coal, stores, &c. It is not this, however, that has so much influenced the owners and designers in producing a vessel which is, in these days of high steaming, of moderate speed for her length.

THE SHIPBUILDING PROGRAMME.

The supplemental programme of naval construction sanctioned by the House of Commons at Mr. Goschen's request on July 22 last comprised four battleships, four cruisers, and 12 torpedo boat destroyers. The Thames Ironworks Company (Limited) has secured a contract for the construction of two of the battleships and their machinery has been placed severally with Messrs. Laird, of Birkenhead, and the Palmer Shipbuilding Company (Limited) at Jarrow. Two new cruisers are to be built on the Clyde, the Admiralty having given an order for one to the Clyde-bank Company (Limited) and the other to the Fairfield Company (Limited).

The order for the construction of the very large cruiser referred to by Mr. Goschen in his statement of July 22 last has been placed with the firm of Vickers, Son, and Maxim (Limited).

The state of the cavalry is even worse, in spite of the long list of first appointments in last week's *Gazette*. One cavalry regiment at least is entirely without second lieutenants.

SIR W. F. GATACRE ON PEACE.

General Sir W. F. Gatacre, in responding to his health at Norwich said it was a great encouragement to the Army and Navy to find that the toast was always so cordially received. Nowadays it was a matter of "pull, pull, pull" all over the world. The good soldier, the German Emperor, went to the top of Mount Carmel; or some other mountain, and preached peace to the whole of the world, and meant it until he got back to Berlin, when he told the Sultan of Turkey 160 of his best Krupp guns. That was one side of the question. If they went to Russia they would find delegates from all parts of the world trying to arrange a system which would ensure perpetual peace. In England there were plenty of people with money who were prepared to back up this perpetual peace, but personally he was a great believer in fostering the fighting instinct of Englishmen. (Hear, hear.) Although he had subscribed in a small way to a great number of funds for promoting peace and prosperity, he was in favour of supporting any society that would keep up fighting going on all over the world (laughter), and wherever it ceased to resuscitate it. He did not believe in a nation whose hands only touched the plough, and who turned its swords into ploughshares. He believed it was by the sword and by its fighting instincts that England had made itself what it was, and it was by the sword that it must live. He did not mean that we must always be fighting, but he was sure we must maintain the old spirit which had kept us going so long, and which had made our neighbours respect us. (We cordially concur.—*Ed.*)

NOT ANDA CALENDAR.

FEBRUARY.

Meteorological means based on ten years' observations to 1893.

Barometer	30.141
Thermometer	57.3
Humidity	79.0
Rainfall	1.76

TO-DAY.

WEATHER REPORT.

On date at

10 a.m. 10 p.m.

Barometer 30.18 30.06

Thermometer 60 60

Humidity 52 54

Rainfall.....

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KASUGA MARU.....	THURSDAY ISLAND, TOWNS, VILLE, BRISBANE, SYDNEY, MELBOURNE.....	To-morrow, 29th Feb., at 4 P.M.
HITACHI MARU.....	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	2nd March, at 1 P.M.

OMI MARU..... NAGASAKI, KOBE and YOKOHO FRIDAY, 3rd March, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 15th February, 1899.

Dr. KNORR'S

ANTIPYRINE

OVERLACH'S

MIGRAINE

"LION BRAND" ANTIPYRINE—CAFFEINE CITRATE, In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.) SOLUBLE CASEIN-SILVER PREPARATION. Used in Gonorrhoea in 4 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,

SOLE AGENTS FOR CHINA.

BEWARE OF SPURIOUS IMITATIONS!

[54]

STANDARD OIL COMPANY

OF NEW YORK.

THOMPSON AND BEDFORD DEPARTMENT

Have in Stock and are now offering for Sale a full line of

CYLINDER, ENGINE, & SPINDLE OILS.

MINERAL COLZA, (300° Fire Test).

A high grade burning Oil for Ship Lights, Light Houses, Team Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX,

Crude, Semi-refined and Refined.

1300 ORDERS SOLICITED and LOWEST PRICES OFFERED.

THE LEADING CATERERS.

COMPARE OUR

M E M U., BILLIARD TABLES and LIQUORS (all others).

THE GRILL ROOM, Hongkong, 1st September, 1897.

Occidental and Oriental Steamship Company.

NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC".

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 17th February, 1899.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"LIV."

Captain H. F. Jacob, having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 24th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd instant, at 2.30 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by SHIWAN, TOME'S & Co., Agents.

Hongkong, 17th February, 1899.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"CHELYDRA".

Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 24th instant will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

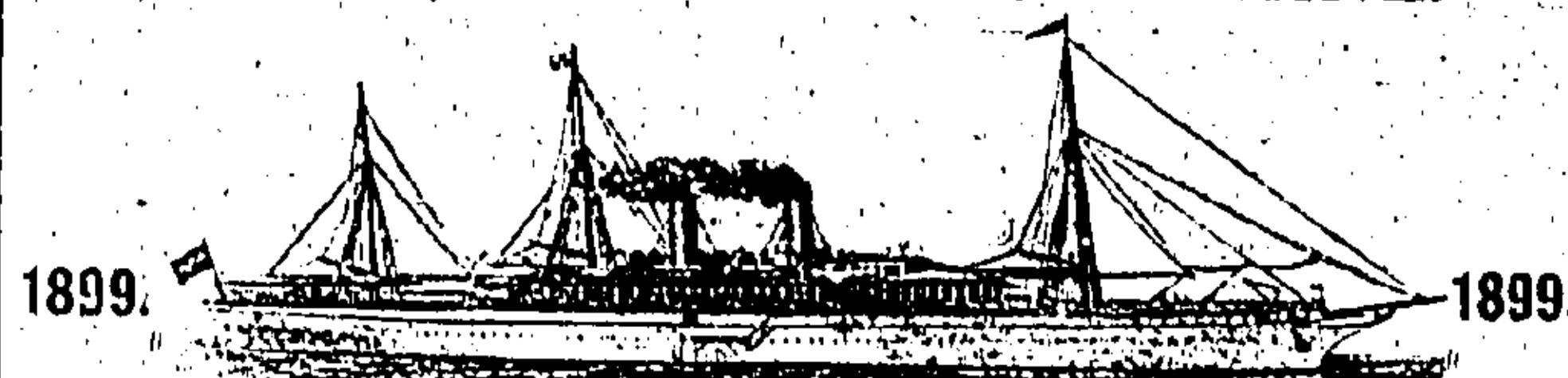
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 21st February, 1899.

[24a]

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY SPEED PUNCTUALITY.

THE EAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 13th Mar., 1899.

EMPERESS OF CHINA...Comdr. Archibald, R.N.R., WEDNESDAY, 3rd April, 1899.

EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 26th April, 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, second to none in the World; the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for some at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Hongkong, 15th February, 1899.

TOYO KISEN KAISHA.

NORTHERN PACIFIC STEAMSHIP COMPANIES

TO SAN FRANCISCO, U.S. INLAND SEA OF JAPAN, AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIKKO MARU via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

Saturday, 4th March, at Noon.

AMERICA MARU via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

Thursday, 30th March, at Noon.

HOKKODA MARU via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu.

Tuesday, 25th April, at Noon.

PROPOSED SAILINGS FROM HONGKONG.

FROM VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

TACOMA... 2,811 [A. Dixon].... Mar. 23.

Takao... 3,750 [J. Metillivray].... Mar. 21.

Montgomery... 2,837 [J. Truebridge].... April 1.

Victoria... 3,502 [J. Pantin].... April 25.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

TOKYO... 3,077 [Williamson].... Mar. 11.

Columbia... 3,076 [N. Moncur].... April 3.

Montgomeryshire... 2,874 [W.A. Evans].... May 6.

Lemore... 3,677 [Williamson].... June 3.

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG to LONDON £4.

Excellent accommodation, First-class Tables, Doctor and STEWARDESS carried.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embark at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consignors to accompany Cargo despatched to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent, Hongkong, 16th February, 1899.

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THE Company's Steamship

"CITY RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO,

via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU,

on TUESDAY, the 14th March, at Noon, taking Passengers and Freight for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

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J. S. VAN BUREN, Agent, Hongkong, 16th February, 1899.

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THE Company's Steamship

"COROMANDEL,"

Captain F. N. Tillary, carrying Her Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 4th March, at Noon, taking Passengers and Cargo for the above Ports.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent, Hongkong, 9th February, 1899.

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. N. Tillary, carrying Her Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 4th March, at Noon, taking Passengers and Cargo for the above Ports.

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